

STOCKS BONDS GRAIN COTTON

BULL OPERATORS IN THE MARKET

Large Orders Raise the Prices Above the Late Depression.

FOREIGN ATTITUDE BETTER

Usual Profit-Taking at the Close Sent Down the Final Prices.

NEW YORK, February 13.—The stock market gave the first clear indications of organized speculative operations on the long side of the market since the abandonment of the campaign for the passage in January. The source of these operations was not discernible, but the fact of the execution of large individual buying orders for various stocks was manifest. Brokerage houses which usually handle large accounts were buyers in lots of several thousand shares in various important stocks. The manner of executing these orders did not warrant the assumption that an accumulation was the first consideration, and it was evident that the lifting of prices was a design as much as the securing of stock. With this display of more aggressive leadership in the speculation there was an improvement in sentiment. More consideration was given to some of the hopeful factors in the outlook, while some of the topics that have given occasion for a feeling of depression lately dropped out of consideration. There was no actual change in conditions, so far as public knowledge reached, to account for the change in sentiment. Buying for London account was an appreciable factor in the strength of the market. The progress of the London settlement reveals moderate charges for carrying over Americans into the next account. The foreign attitude towards the American market seems to be improved by the restraint upon the New York demand for gold in the London market. The market was spotty in its early demonstration of strength. There was free realizing also on the advance. The way in which this was absorbed and the development constantly of new points of strength had the effect of widening the field of the rise and of increasing confidence. The strength became fairly comprehensive during the course of the day, although the usual profit-taking on the considerable rise for the day affected the final prices.

Bonds were irregular. Total sales per value, \$1,740,000. United States new 4's, coupon, declined one-half per cent. on call.

Total sales \$1,017,500 shares.

NEW YORK, February 13.—Money on call steady at 2 1/2 to 3 per cent.; ruling rate, 4 1/2 to 5 per cent.; closing bid, 2 1/2 to 3 per cent.; offered at 2 1/2 to 3 per cent. Time loans dull and firm; 60 days, 90 days and 5 months 5 1/4 to 5 1/2 per cent. Close: Prime mercantile paper 5 3/4 to 6 1/4 per cent. Sterling exchange heavy at parity with actual business in bankers' bills at \$14.60 to \$14.65 for demand, and at \$14.50 to \$14.55 for sixty day bills. Posted rates \$14.81 to \$14.85 1/2. Commercial bills \$14.80 to \$14.85 1/2. Bar silver 63 3/4. Mexican dollars 16 1/2. Government bonds easy. Railroad bonds irregular.

RICHMOND STOCK BOARD.

RICHMOND, VA., February 13, 1907.	
SALES AT AUCTION.	
Virginia Securities—100 at 37 1/2.	
STATE SECURITIES.	
North Carolina 4s, C. 1910....	100
North Carolina 4s, C. 1915....	100
Va. 5s, Old, C. and L. 1922....	100
Va. 5s, New, C. and L. 1922....	100
RAILROAD BONDS.	
A. C. L. R. R. Con. Tr. 4s, C. 1910....	88
A. C. L. R. R. Cts. Ind. 4s, C. 1910....	88
Chesapeake and Potomac 4s, C. 1910....	100
Chesapeake and Potomac 4s, C. 1915....	100
Chesapeake and Potomac 4s, C. 1920....	100
Chesapeake and Potomac 4s, C. 1925....	100
Chesapeake and Potomac 4s, C. 1930....	100
Chesapeake and Potomac 4s, C. 1935....	100
Chesapeake and Potomac 4s, C. 1940....	100
Chesapeake and Potomac 4s, C. 1945....	100
Chesapeake and Potomac 4s, C. 1950....	100
Chesapeake and Potomac 4s, C. 1955....	100
Chesapeake and Potomac 4s, C. 1960....	100
Chesapeake and Potomac 4s, C. 1965....	100
Chesapeake and Potomac 4s, C. 1970....	100
Chesapeake and Potomac 4s, C. 1975....	100
Chesapeake and Potomac 4s, C. 1980....	100
Chesapeake and Potomac 4s, C. 1985....	100
Chesapeake and Potomac 4s, C. 1990....	100
Chesapeake and Potomac 4s, C. 1995....	100
Chesapeake and Potomac 4s, C. 2000....	100
Chesapeake and Potomac 4s, C. 2005....	100
Chesapeake and Potomac 4s, C. 2010....	100
Chesapeake and Potomac 4s, C. 2015....	100
Chesapeake and Potomac 4s, C. 2020....	100
Chesapeake and Potomac 4s, C. 2025....	100
Chesapeake and Potomac 4s, C. 2030....	100
Chesapeake and Potomac 4s, C. 2035....	100
Chesapeake and Potomac 4s, C. 2040....	100
Chesapeake and Potomac 4s, C. 2045....	100
Chesapeake and Potomac 4s, C. 2050....	100
Chesapeake and Potomac 4s, C. 2055....	100
Chesapeake and Potomac 4s, C. 2060....	100
Chesapeake and Potomac 4s, C. 2065....	100
Chesapeake and Potomac 4s, C. 2070....	100
Chesapeake and Potomac 4s, C. 2075....	100
Chesapeake and Potomac 4s, C. 2080....	100
Chesapeake and Potomac 4s, C. 2085....	100
Chesapeake and Potomac 4s, C. 2090....	100
Chesapeake and Potomac 4s, C. 2095....	100
Chesapeake and Potomac 4s, C. 2100....	100
Chesapeake and Potomac 4s, C. 2105....	100
Chesapeake and Potomac 4s, C. 2110....	100
Chesapeake and Potomac 4s, C. 2115....	100
Chesapeake and Potomac 4s, C. 2120....	100
Chesapeake and Potomac 4s, C. 2125....	100
Chesapeake and Potomac 4s, C. 2130....	100
Chesapeake and Potomac 4s, C. 2135....	100
Chesapeake and Potomac 4s, C. 2140....	100
Chesapeake and Potomac 4s, C. 2145....	100
Chesapeake and Potomac 4s, C. 2150....	100
Chesapeake and Potomac 4s, C. 2155....	100
Chesapeake and Potomac 4s, C. 2160....	100
Chesapeake and Potomac 4s, C. 2165....	100
Chesapeake and Potomac 4s, C. 2170....	100
Chesapeake and Potomac 4s, C. 2175....	100
Chesapeake and Potomac 4s, C. 2180....	100
Chesapeake and Potomac 4s, C. 2185....	100
Chesapeake and Potomac 4s, C. 2190....	100
Chesapeake and Potomac 4s, C. 2195....	100
Chesapeake and Potomac 4s, C. 2200....	100
Chesapeake and Potomac 4s, C. 2205....	100
Chesapeake and Potomac 4s, C. 2210....	100
Chesapeake and Potomac 4s, C. 2215....	100
Chesapeake and Potomac 4s, C. 2220....	100
Chesapeake and Potomac 4s, C. 2225....	100
Chesapeake and Potomac 4s, C. 2230....	100
Chesapeake and Potomac 4s, C. 2235....	100
Chesapeake and Potomac 4s, C. 2240....	100
Chesapeake and Potomac 4s, C. 2245....	100
Chesapeake and Potomac 4s, C. 2250....	100
Chesapeake and Potomac 4s, C. 2255....	100
Chesapeake and Potomac 4s, C. 2260....	100
Chesapeake and Potomac 4s, C. 2265....	100
Chesapeake and Potomac 4s, C. 2270....	100
Chesapeake and Potomac 4s, C. 2275....	100
Chesapeake and Potomac 4s, C. 2280....	100
Chesapeake and Potomac 4s, C. 2285....	100
Chesapeake and Potomac 4s, C. 2290....	100
Chesapeake and Potomac 4s, C. 2295....	100
Chesapeake and Potomac 4s, C. 2300....	100
Chesapeake and Potomac 4s, C. 2305....	100
Chesapeake and Potomac 4s, C. 2310....	100
Chesapeake and Potomac 4s, C. 2315....	100
Chesapeake and Potomac 4s, C. 2320....	100
Chesapeake and Potomac 4s, C. 2325....	100
Chesapeake and Potomac 4s, C. 2330....	100
Chesapeake and Potomac 4s, C. 2335....	100
Chesapeake and Potomac 4s, C. 2340....	100
Chesapeake and Potomac 4s, C. 2345....	100
Chesapeake and Potomac 4s, C. 2350....	100
Chesapeake and Potomac 4s, C. 2355....	100
Chesapeake and Potomac 4s, C. 2360....	100
Chesapeake and Potomac 4s, C. 2365....	100
Chesapeake and Potomac 4s, C. 2370....	100
Chesapeake and Potomac 4s, C. 2375....	100
Chesapeake and Potomac 4s, C. 2380....	100
Chesapeake and Potomac 4s, C. 2385....	100
Chesapeake and Potomac 4s, C. 2390....	100
Chesapeake and Potomac 4s, C. 2395....	100
Chesapeake and Potomac 4s, C. 2400....	100
Chesapeake and Potomac 4s, C. 2405....	100
Chesapeake and Potomac 4s, C. 2410....	100
Chesapeake and Potomac 4s, C. 2415....	100
Chesapeake and Potomac 4s, C. 2420....	100
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Chesapeake and Potomac 4s, C. 2450....	100
Chesapeake and Potomac 4s, C. 2455....	100
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Chesapeake and Potomac 4s, C. 2470....	100
Chesapeake and Potomac 4s, C. 2475....	100
Chesapeake and Potomac 4s, C. 2480....	100
Chesapeake and Potomac 4s, C. 2485....	100
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Chesapeake and Potomac 4s, C. 2495....	100
Chesapeake and Potomac 4s, C. 2500....	100
Chesapeake and Potomac 4s, C. 2505....	100
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Chesapeake and Potomac 4s, C. 2595....	100
Chesapeake and Potomac 4s, C. 2600....	100
Chesapeake and Potomac 4s, C. 2605....	100
Chesapeake and Potomac 4s, C. 2610....	100
Chesapeake and Potomac 4s, C. 2615....	100
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Chesapeake and Potomac 4s, C. 2635....	100
Chesapeake and Potomac 4s, C. 2640....	100
Chesapeake and Potomac 4s, C. 2645....	100
Chesapeake and Potomac 4s, C. 2650....	100
Chesapeake and Potomac 4s, C. 2655....	100
Chesapeake and Potomac 4s, C. 2660....	100
Chesapeake and Potomac 4s, C. 2665....	100
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Chesapeake and Potomac 4s, C. 2685....	100
Chesapeake and Potomac 4s, C. 2690....	100
Chesapeake and Potomac 4s, C. 2695....	100
Chesapeake and Potomac 4s, C. 2700....	100
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Chesapeake and Potomac 4s, C. 2975....	100
Chesapeake and Potomac 4s, C. 2980....	100
Chesapeake and Potomac 4s, C. 2985....	100
Chesapeake and Potomac 4s, C. 2990....	100
Chesapeake and Potomac 4s, C. 2995....	100
Chesapeake and Potomac 4s, C. 3000....	100

BALTIMORE STOCK MARKET.

BALTIMORE, Md., February 13.—Sea-board Air Line common and preferred—Nothing doing.

COTTON MARKET.

NEW YORK, February 13.—The cotton market was higher with the start but weakened during the middle session and closed at a net decline. Sales for the day were estimated at 150,000 bales. The opening was steady at an advance of 1/4 to 1/2 in response to higher cables and smaller estimates for the Southwest for the day. The active months sold about 6 1/2 points higher during the first few minutes, covering of shorts and a little bull support, but the buying was not aggressive, and soon eased off, owing to the large estimate for tomorrow's receipts and a renewal of liquidation by nearby longs, who were evidently disappointed by the failure of the support to materialize, and the continued heavy movement from the Southwest. Trading was quiet on the decline and around 5 1/2 for May some demand developed, which was believed to be for the account of large spot people. This checked the decline at a net loss of about 1/8 to 1/4 on the old crop market. The market was steady at the close, although only a point or two up from the lowest.

THOMAS BRANCH & CO.

(Established 1838.)

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New York Cotton Exchange.

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Principal Markets.

Investment Securities.

Branch, Cabell & Co.,
BANKERS,
1111 East Main Street.

1 numbers New York Stock Exchange,
New York Cotton Exchange and Chicago Board of Trade.

The Bank of Commerce and Trusts
Tenth and Main Streets,
Solicits Accounts of Firms, Individuals and Corporations.
3 PER CENT. INTEREST ALLOWED
ON SAVINGS DEPOSITS.

OFFICIAL RANGE AND SALE OF STOCKS IN NEW YORK.

By Thomas Branch & Co., Bankers and Brokers.

SALES:				SALES:					
	Open.	High.	Low.	Bid. Asked.		Open.	High.	Low.	Bid. Asked.
700 Atlantic Coast Line, com.	120 1/2	120 1/2	120 1/2	120 1/2	2,700 Missouri Pacific	62 1/2	62 1/2	62 1/2	62 1/2
17,200 American Smelters, com.	14 1/2	14 1/2	14 1/2	14 1/2	6,000 National Lead	72 1/2	72 1/2	72 1/2	72 1/2
12,300 Amalgamated Copper, com.	11 1/2	11 1/2	11 1/2	11 1/2	Nash, Chat. and St. Louis	120 1/2	120 1/2	120 1/2	120 1/2
6,000 American Copper, com.	14 1/2	14 1/2	14 1/2	14 1/2	14,000 New York Central	120 1/2	120 1/2	120 1/2	120 1/2
300 Amer. Car and Foun., pfd.	103	103	103	103	300 Norfolk and Western	80 1/2	80 1/2	80 1/2	80 1/2
300 American Cotton Oil, com.	30 1/2	30 1/2	30 1/2	30 1/2	1,000 N. Y. Ont. and Western	45 1/2	45 1/2	45 1/2	45 1/2
American Tobacco, pfd.	100 1/2	100 1/2	100 1/2	100 1/2	62,900 Northern Pacific	120 1/2	120 1/2	120 1/2	120 1/2
American Can, pfd.	100 1/2	100 1/2	100 1/2	100 1/2	62,900 Pennsylvania Railroad	120 1/2	120 1/2	120 1/2	120 1/2
200 American Can, pfd.	100 1/2	100 1/2	100 1/2	100 1/2	1,200 People's Gas (Chicago)	97 1/2	97 1/2	97 1/2	97 1/2
21,000 Amer. Locomotive, com.	72 1/2	72 1/2	72 1/2	72 1/2	5,100 Pressed Steel Car, pfd.	51 1/2	51 1/2	51 1/2	51 1/2
Amer. Locomotive, pfd.	137 1/2	137 1/2	137 1/2	137 1/2	200 Union Iron Works	120 1/2	120 1/2	120 1/2	120 1/2
6,000 American Sugar	137 1/2	137 1/2	137 1/2	137 1/2	4,200 Republic Steel	28 1/2	28 1/2	28 1/2	28 1/2
20,000 A. T. and S. Fe. com.	104 1/2	104 1/2	104 1/2	104 1/2	1,200 Republic and S. pfd.	28 1/2	28 1/2	28 1/2	28 1/2
200 A. T. and S. Fe. pfd.	99 1/2	99 1/2	99 1/2	99 1/2	12,000 Reading	124 1/2	124 1/2	124 1/2	124 1/2
10,000 Chesapeake and Ohio	11 1/2	11 1/2	11 1/2	11 1/2	Reading, com.	124 1/2	124 1/2	124 1/2	124 1/2
8,300 Brooklyn Rapid Transit	74 1/2	74 1/2	74 1/2	74 1/2	Reading, 2d pfd.	80 1/2	80 1/2	80 1/2	80 1/2
10,000 Canadian Pacific	123 1/2	123 1/2	123 1/2	123 1/2	7,000 Rock Island, com.	20 1/2	20 1/2	20 1/2	20 1/2
2,400 Chesapeake and Ohio	11 1/2	11 1/2	11 1/2	11 1/2	1,000 Rock Island, pfd.	20 1/2	20 1/2	20 1/2	20 1/2
7,000 Chicago, Mil. and St. P.	5 1/2	5 1/2	5 1/2	5 1/2	500 Southern Railway	53 1/2	53 1/2	53 1/2	53 1/2
7,000 Colorado Fuel and Iron	40 1/2	40 1/2	40 1/2	40 1/2	Sloss, pfd.	97 1/2	97 1/2	97 1/2	97 1/2
3,000 Colorado South, com.	57	57	57	57	38,400 Southern Railway	53 1/2	53 1/2	53 1/2	53 1/2
Colorado South, 1st pfd.	67 1/2	67 1/2	67 1/2	67 1/2	7,400 Southern Railway, com.	27 1/2	27 1/2	27 1/2	27 1/2
1,400 Colorado South, 2d pfd.	24 1/2	24 1/2	24 1/2	24 1/2	500 Southern Railway, pfd.	53 1/2	53 1/2	53 1/2	53 1/2
200 Cleve. Clin. and St. L.	89 1/2	89 1/2	89 1/2	89 1/2	Seaboard Air Line, 1st pfd.	80 1/2	80 1/2	80 1/2	80 1/2
Consolidated Gas	214 1/2	214 1/2	214 1/2	214 1/2	Seaboard Air Line, 2d pfd.	40 1/2	40 1/2	40 1/2	40 1/2
1,700 Delaware and Indolans	214 1/2	214 1/2	214 1/2	214 1/2	Seaboard Air Line, com.	150 1/2	150 1/2	150 1/2	150 1/2
100 Del. Lack. and Western	66 1/2	66 1/2	66 1/2	66 1/2	Texas Pacific	37 1/2	37 1/2	37 1/2	37 1/2
16,800 Erie, com.	36 1/2	36 1/2	36 1/2	36 1/2	600 Texas Pacific	37 1/2	37 1/2	37 1/2	37 1/2
100 Erie, 1st pfd.	63 1/2	63 1/2	63 1/2	63 1/2	106,800 Union Pacific	174 1/2	174 1/2	174 1/2	174 1/2
2,400 General Electric	161 1/2	161 1/2	161 1/2	161 1/2	200 Union Pacific	174 1/2	174 1/2	174 1/2	174 1/2
12,900 Great Northern, pfd.	104 1/2	104 1/2	104 1/2	104 1/2	15,800 United States Steel, pfd.	105 1/2	105 1/2	105 1/2	105 1/2
12,900 Great Northern Ore Rtn.	70 1/2	70 1/2	70 1/2	70 1/2	United States Rubber	61 1/2	61 1/2	61 1/2	61 1/2
2,000 Illinois Cent. Ry.	128	128	128	128	800 U. S. Rubber 1st pfd.	107 1/2	107 1/2	107 1/2	107 1/2
2,000 Louisville and Nashville	135 1/2	135 1/2	135 1/2	135 1/2	800 U. S. Rubber, 2d pfd.	70 1/2	70 1/2	70 1/2	70 1/2
700 Manhattan	145 1/2	145 1/2	145 1/2	145 1/2	500 Va. Car. Chemical, com.	31 1/2	31 1/2	31 1/2	31 1/2
Metro. Street Railway	145 1/2	145 1/2	145 1/2	145 1/2	100 Va. Car. Chemical, pfd.	108 1/2	108 1/2	108 1/2	108 1/2
1,100 Mexican Central	24 1/2	24 1/2	24 1/2	24 1/2	100 Wash. com.	15 1/2	15 1/2	15 1/2	15 1/2
12,700 Mo., Kan. and Tex. com.	41 1/2	41 1/2	41 1/2	41 1/2	500 Wash. pfd.	24 1/2	24 1/2	24 1/2	24 1/2
800 Mo., Kan. and Tex. pfd.	71 1/2	71 1/2	71 1/2	71 1/2	600 Western Union	23 1/2	23 1/2	23 1/2	23 1/2
Total sales, 1,044,000 shares.									